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Segment: 1 of 26	County: FRESNO	Route: 198	Rural or Urban: Rural
Length (MI): 21.2	Length (KM): 34.1	From: Monterey Co. line	
Begin PM: 0.0	Begin KP: 0.0	To: Firestone Ave.	
End PM: 21.2	End KP: 34.1		

Functional Classification: Minor Arterial

Route Designations:

Nat'l Hwy System (NHS) ☐ NO

IRRS ☐ NO

Freeway Expressway Designation ☐ NO

Regionally Significant ☐ NO

NAT'L TRUCK NETWORK (NTN) ☐ NO

STRAHNET ☐ NO

Lifeline ☐ NO

Scenic ☐ YES

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility ☐ 2C

Concept Facility (2025) ☐ 2C(I)

Ultimate Facility ☐ 2C(I)

2002 LOS ☐ C

Concept LOS ☐ C

Existing Right-of-Way

Feet (from/to): 60.0 / 150.0

Meters (from/to): 18.3 / 45.7

Ultimate Right-of-Way

Feet: *

Meters: *

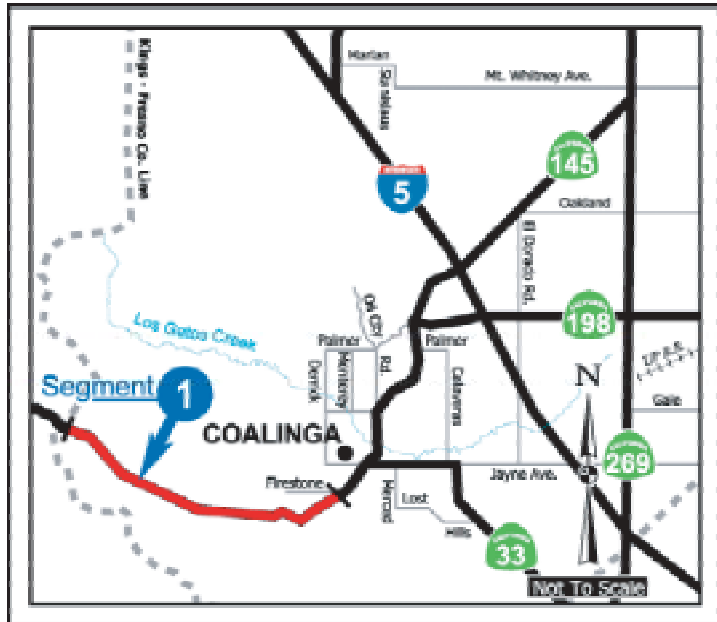
* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 1 begins at the Monterey County line and ends at Firestone Avenue in Coalinga. This segment begins in a mountainous area and transitions to level terrain. It is presently a 2-lane Conventional highway. The highway crosses Warthan and Coalinga Creeks, and the Coalinga Hot Springs Canal in the mountains. Segment 1 traverses rangeland and a few single-family residences.

The environmental issues are: topographic constraints, paleontologic considerations, possible wetlands issues at water crossings, and threatened or endangered species.

This segment is expected to operate at LOS C over the next 25 years with LOS C as the Concept LOS due to the rural interregional importance of the segment.



Route Concept Deficiencies/Improvements

This is not a deficient segment. The performance of this segment is projected to remain at LOS C through 2025, and is the Concept LOS of C. There will be ongoing operational improvements, as needed.

Local and/or RTP LOS Standards:

Year Deficient: N/A

LOS with Improvement (2025): N/A

General Plan: City of Coalinga General Plan
Fresno County/LOS C (CALTRANS)

General Plan and/or RTP Classification Standards: Arterial

Intelligent Transportation Systems (ITS):

There are plans for a weather station at PM 0.0/42.7. Refer to the Programmed SHOPP project below. Operational/safety efficiency will be enhanced by deployment of Intelligent Transportation Systems (ITS) technology which may include, but not be limited to; weather and pavement condition sensors, Changeable Message Signs (CMS), improved lane markers and Call Boxes.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2003 SHOPP Candidate: FRE 198 PM 0.0/42.7 - from the Monterey County line to Firestone Ave:
Install Weather Stations: 2008/2009

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no projects programmed in this segment.

Transit Services:

There are demand response transit service within the sphere of influence of the City of Coalinga, provided by Coalinga Transit.

Comments:

*The Ultimate ROW is generally the same as existing except where geometric or operational improvements may be required, i.e., 2C(l) - 2-lane Conventional highway improved.

** ROW generally is the same as existing, but does not include interchanges or overcrossing ROW.

Segment: 2 of 26	County: FRESNO	Route: 198	Rural or Urban: Urban
Length (MI): 1.5	Length (KM): 2.4	From: Firestone Ave, urban boundary of Coalinga	
Begin PM: 21.2	Begin KP: 34.1	To: South JCT SR 33	
End PM: 22.7	End KP: 36.5		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS) NO

IRRS NO

Freeway Expressway Designation NO

Regionally Significant NO

NAT'L TRUCK NETWORK (NTN) NO

STRAHNET NO

Lifeline NO

Scenic OD

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility 2C

Concept Facility (2025) 2C (I)

Ultimate Facility 2C (I)

2002 LOS C

Concept LOS C

Existing Right-of-Way

Feet (from/to): 60.0 / 150.0

Meters (from/to): 18.3 / 45.7

Ultimate Right-of-Way

Feet: *

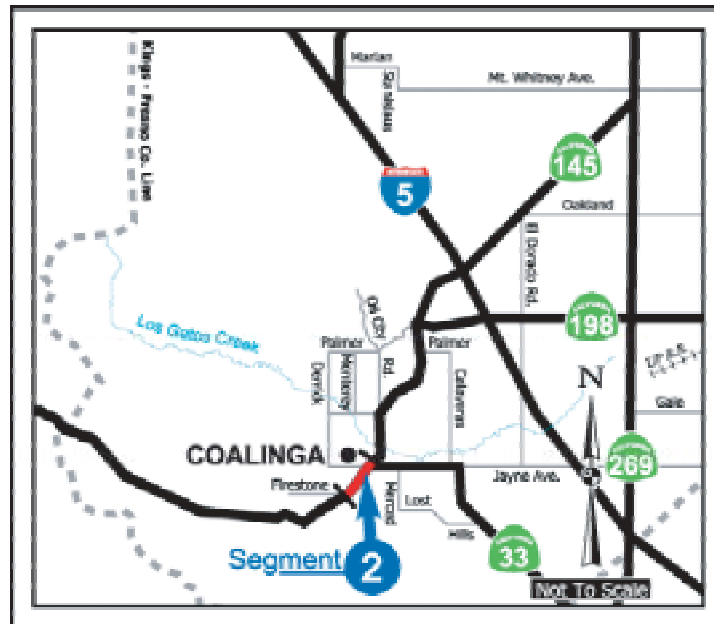
Meters: *

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 2 begins at Firestone Avenue and ends at the north boundary line of Coalinga, which is at the south junction of Route 33. This segment covers level terrain through Coalinga and crosses the Los Gatos Creek. It is presently a 2-lane Conventional highway, with land uses consisting of retail services and commercial businesses, rural residential, and agriculture. There are no known environmental constraints at the present time.

This segment is expected to operate at LOS C over the next 25 years. It is between two rural segments. For continuity purposes it has a Concept LOS of C as opposed to a Concept LOS of D normally designated to urban segments.



Route Concept Deficiencies/Improvements

This is not a deficient segment. The performance of this segment is projected to remain at LOS C through 2025. This performance level will meet the Concept LOS. There will be ongoing operational improvements, as needed. There are several intersections, in and near Coalinga, that need to be addressed for improvement of the LOS at these locations.

Local and/or RTP LOS Standards:

Year Deficient: N/A

LOS with Improvement (2025): N/A

General Plan: City of Coalinga General Plan
Fresno County/LOS C (CALTRANS)

General Plan and/or RTP Classification Standards: Expressway

Intelligent Transportation Systems (ITS):

Changeable Message Sign (CMS) in the proximity west of Lucille Street and east of Interstate 5 in the vicinity of Coalinga. Fresno SR 198 PM 21.7, KP 34.9 and Weather Stations between PM 0.0 - 42.7, KP 0.0 - 68.7. Refer to the Planned SHOPP Candidate project below.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2004 SHOPP Candidate:

Fresno SR 198 PM 0.0 - 42.7, KP 0.0 - 68.7- from Firestone Ave to South JCT SR 33: *install*
Weather Stations: 2008/2009

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no projects programmed in this segment.

Transit Services:

Transit service is provided by Coalinga Transit with fixed and/or demand response options. There is interregional transit service provided by Greyhound at the I-5/SR 198 Interchange bus stop with connections to the Coalinga Transit service in this segment.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(l).

** (2) When interchanges or overcrossings are involved.

Segment:	3 of 26	County:	FRESNO	Route:	198	Rural or Urban:	Rural
Length (MI):	4.1	Length (KM):	6.6	From:	South JCT SR 33		
Begin PM:	22.7	Begin KP:	36.5	To:	SR 198/I-5 Separation		
End PM:	26.8	End KP:	43.1				

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS) ☐ NO

IRRS ☐ NO

Freeway Expressway Designation ☐ NO

Regionally Significant ☐ NO

NAT'L TRUCK NETWORK (NTN) ☐ NO

STRAHNET ☐ NO

Lifeline ☐ NO

Scenic ☐ OD

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HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility ☐ 2C

Concept Facility (2025) ☐ 2C(I)

Ultimate Facility ☐ 2C(I)

2002 LOS ☐ C

Concept LOS ☐ C

Existing Right-of-Way

Feet (from/to): 60.0 / 100.0

Meters (from/to): 18.3 / 30.5

Ultimate Right-of-Way

Feet: *

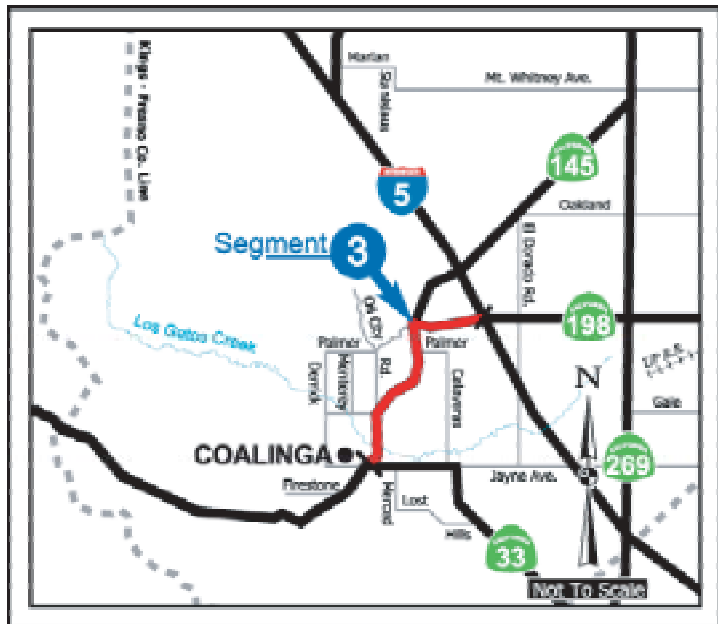
Meters: *

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 3 begins at the south junction of Route 33 to the Route 198/I-5 Separation. This segment crosses level terrain in the Coalinga area to I-5. It is presently a rural 2-lane Conventional highway, with agriculture as the predominant land use. A low range of hills exists between Coalinga and I-5. The environmental issues are: topographic constraints, paleontologic considerations, potential wetlands at water crossings, and threatened or endangered species.

This segment is expected to operate at LOS C over the next 25 years. LOS C is the Concept LOS due to the rural interregional importance of the segment.



Route Concept Deficiencies/Improvements

This is not a deficient segment. The performance of this segment is projected remain at LOS C through 2025. This performance level will meet the Concept LOS. There will be ongoing operational improvements, as needed.

Local and/or RTP LOS Standards:

Year Deficient: N/A

LOS with Improvement (2025): N/A

General Plan: Fresno County
LOS C (Caltrans)

General Plan and/or RTP Classification Standards: Expressway

Intelligent Transportation Systems (ITS):

There are plans for Weather Stations between PM 0.0 - 42.7, KP 0.0 - 68.7. Refer to the Planned SHOPP Candidate project below.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2004 SHOPP Candidate: Fresno SR 198 PM 0.0 - 42.7, KP 0.0 - 68.7 - from the South JCT of SR 33 to SR 198/I-5 Separation: install Weather Stations: various locations (2009-2010).

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no projects programmed in this segment.

Transit Services:

Transit service is provided by Coalinga Transit with fixed and/or demand response options. There is no interregional transit service in this segment.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(l).

** (2) When interchanges or overcrossings are involved.

Segment:	4 of 26	County:	FRESNO	Route:	198	Rural or Urban:	Rural
Length (MI):	15.9	Length (KM):	25.6	From:	SR 198/I-5 Separation		
Begin PM:	26.8	Begin KP:	43.1	To:	Kings County line		
End PM:	42.7	End KP:	68.7				

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS) ☐ YES

IRRS

HE, F

Freeway Expressway Designation ☐ YES

Regionally Significant ☐ NO

NAT'L TRUCK NETWORK (NTN)

STAA

STRAHNET ☐ YES

Lifeline ☐ NO

Scenic

NO

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F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility ☐ 2C

Concept Facility (2025) ☐ 4E

Ultimate Facility ☐ 4E

2002 LOS ☐ C

Concept LOS ☐ C

Existing Right-of-Way

Feet (from/to): 60.0 / 66.0

Meters (from/to): 18.3 / 20.1

Ultimate Right-of-Way

Feet: 170

Meters: 51.82

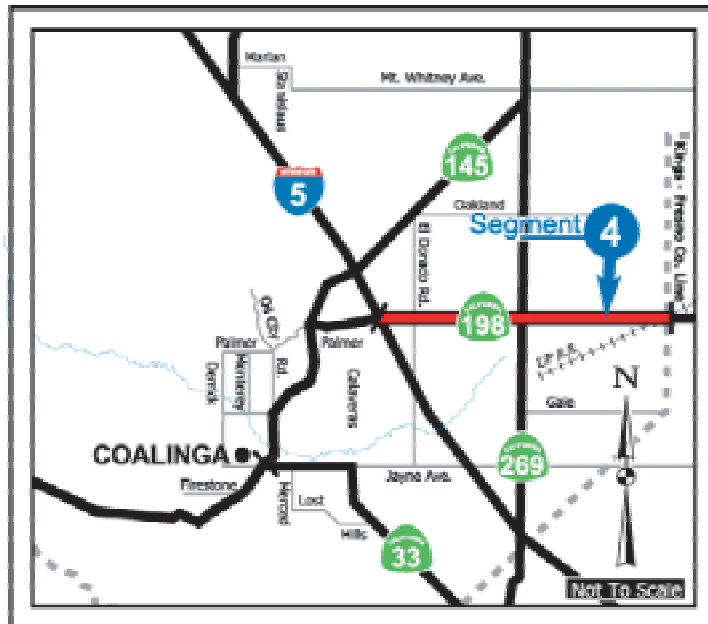
* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 4 traverses rural lands beginning at the Route 198/I-5 Separation and ending at the Kings County line. It is presently a 2-lane Conventional highway on level terrain. Route 198 in this area is traveler-oriented and has a private landing strip near I-5. The land use consists of an airstrip, agricultural land, oil fields on the east and west of I-5, and the California Aqueduct north of Huron, which is in a flood plain.

There are topographic constraints include: paleontologic sensitivity in the hills, the location of an airstrip, ROW acquisition, agricultural land, oil fields, and threatened or endangered species in the area of the California Aqueduct.

With improvement from a 2-lane Conventional to a 4-lane Expressway, this segment will operate at LOS A by 2025. It has a Concept LOS of C because of the rural interregional importance of the segment.



Route Concept Deficiencies/Improvements

Without improvement, the performance of this segment will drop from LOS C in 2010 to LOS D by 2025. The planned improvement of a 4-lane Expressway will enhance segment capacity and improve performance from LOS C in 2010 to LOS A by 2025.

Local and/or RTP LOS Standards:

Year Deficient: 2025

General Plan: Fresno County
LOS C (Caltrans)

LOS with Improvement (2025): A

General Plan and/or RTP
Classification Standards: Expressway

Intelligent Transportation Systems (ITS):

Changeable Message Sign (CMS) in the proximity of W/B Interstate 5. Fresno SR 198 at PM 28.93, *KP 46.5* and Weather Stations between PM 0.0 - 42.7, *KP 0.0 - 68.7*. Refer to the Planned SHOPP Candidate project below.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2004 SHOPP Candidate: Fresno SR 198 PM 0.0 - 42.7, *KP 0.0 - 68.7 - from SR 198/I-5 Separation to Kings County line: install Weather Stations: (2009-2010).*

2000 ITSP: Fresno PM 26.8-42.0, *KP 43.1-67.5: 2-lane Conventional highway to 4-lane Expressway (2009-2020).*

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no projects programmed in this segment.

Transit Services:

Transit service is provided by Coalinga Transit, but with limited service between I-5 and SR 269 before turning south to Huron.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(l).

** (2) When interchanges or overcrossings are involved.

Segment:	5 of 26	County:	KINGS	Route:	198	Rural or Urban:	Rural
Length (MI):	3.0	Length (KM):	4.8	From:	Fresno County line		
Begin PM:	0.0	Begin KP:	0.0	To:	Lemoore Naval Air Station main gate		
End PM:	3.0	End KP:	4.8				

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS) YES

IRRS

HE, F

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

Freeway Expressway Designation YES

Regionally Significant YES

NAT'L TRUCK NETWORK (NTN)

STAA

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

STRAHNET YES

Lifeline NO

Scenic

NO

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility 2C

Concept Facility (2025) 4E

Ultimate Facility 4E

2002 LOS C

Concept LOS C

Existing Right-of-Way

Feet (from/to): 60.0 / 166.0

Meters (from/to): 18.3 / 50.6

Ultimate Right-of-Way

Feet: 170

Meters: 51.82

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 5 begins at the Fresno County line and ends at the Lemoore Naval Air Station main gate. This segment covers level terrain. It is presently a 2-lane Conventional highway, with 66' of ROW and striped medians.

For the most part, the area is rural with agriculture as the predominant land use. This segment traverses the Kings River, where riparian vegetation exists. The environmental issues include: possible wetlands issues, water crossings, and threatened or endangered species.

With improvement from a 2-lane Conventional to a 4-lane Expressway, this segment will operate at LOS A by 2025. It has a Concept LOS of C due to the rural interregional importance of the segment.



Route Concept Deficiencies/Improvements

Without improvement, the performance of this segment will drop from LOS C in 2010 to LOS D by 2025. The Planned improvement of a 4-lane Expressway will enhance segment capacity and improve performance from LOS C in 2010 to LOS A by 2025.

Year Deficient: 2025

LOS with Improvement (2025): A

Local and/or RTP LOS Standards:

General Plan: Kings County
LOS C (Caltrans)

General Plan and/or RTP Classification Standards: Principal Arterial

Intelligent Transportation Systems (ITS):

There are plans for a Changeable Message Sign (CMS) in the proximity east of the main gate at Lemoore Naval Air Station at PM 3.0, KP 4.8.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2000 ITSP: Kings SR 198 PM 0.0 - 2.8, KP 0.0 - 4.5 from Fresno County line to Lemoore Naval Air Station: 2-lane Conventional highway to 4-lane Expressway - In Lemoore (2009-2020).

2001 RTP: Kings SR 198 PM 0.0 - 2.8, KP 0.0 - 4.5: Construct passing lanes from Fresno County line to the Lemoore Naval Air Station (>2025).

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no projects programmed in this segment.

Transit Services:

Transit service is provided by Kings Area Rural Transit. There is interregional transit service provided on a parallel route to the south of SR 198 by Orange Belt Stages.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(l).

** (2) When interchanges or overcrossings are involved.

Segment:	6 of 26	County:	KINGS	Route:	198	Rural or Urban:	Rural
Length (MI):	5.9	Length (KM):	9.5	From:	Lemoore Naval Air Station main gate		
Begin PM:	3.0	Begin KP:	4.8	To:	SR 41/198 Separation		
End PM:	8.9	End KP:	14.3				

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS) ☐ YES

IRRS

HE, F

Freeway Expressway Designation ☐ YES

Regionally Significant ☐ YES

NAT'L TRUCK NETWORK (NTN)

STAA

STRAHNET ☐ NO

Lifeline ☐ NO

Scenic

NO

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F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility ☐ 4E/4F

Concept Facility (2025) ☐ 4F

Ultimate Facility ☐ 4F

2002 LOS ☐ A

Concept LOS ☐ C

Existing Right-of-Way

Feet (from/to): 166.0 / 166.0

Meters (from/to): 50.6 / 50.6

Ultimate Right-of-Way

Feet: **

Meters: **

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 6 begins at the Lemoore Naval Air main gate and ends at the Route 41/198 separation. The segment covers level terrain through Lemoore. It is presently a 4-lane Expressway with land uses consisting of agriculture, and the Lemoore Naval Air Station (LNAS). Note: The LNAS is one of the U.S. Navy master jet bases in the United States.

The environmental issues are: possible wetlands issues, existing physical constraints at water crossings, threatened or endangered species, the noise level at Lemoore Naval Air Station, and safety concerns due to the possibility of aircraft accidents.

With improvement from a 4-lane Expressway to a 4-lane Freeway, this segment is expected to operate at LOS B by 2025. This segment has a Concept LOS of C due to its rural interregional importance.



Route Concept Deficiencies/Improvements

Completion of the 4-lane Freeway will further enhance the capacity and performance of this segment and help to maintain the Concept LOS C.

Year Deficient: N/A

LOS with Improvement (2025): B

Local and/or RTP LOS Standards:

General Plan: Kings County
LOS C (Caltrans)

General Plan and/or RTP Classification Standards: Principal Arterial

Intelligent Transportation Systems (ITS):

There are plans for a Changeable Message Sign (CMS) in the proximity east of the main gate at Lemoore Naval Air Station at PM 3.0, KP 4.8.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2000 ITSP: Kings SR 198 PM 8.6 - 9.7, KP 13.8 - 15.6 - In Lemoore at Lemoore Naval Air Station gate to SR 41/198 Separation: *4-lane Expressway to 4-lane Freeway/Close Freeway gap - Construct interchange. (1998-2008).*

2001 RTP: Kings SR 198 PM 7.16 - At 21st Ave: *Construct interchange (>2025)*

Programmed Projects: (In STIP, TCRP, SHOPP)

1998 STIP: Kings SR 198 PM 8.6 - 9.7, KP 13.8 - 15.6 - in Lemoore at 19th Ave: *Construct interchange*

Begin Construction: 2005/06
Complete Construction: 2006/07

Transit Services:

Transit service is provided by Kings Area Rural Transit. There is interregional transit service provided on a parallel route to the south of SR 198 by Orange Belt Stages.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	7 of 26	County:	KINGS	Route:	198	Rural or Urban:	Urban
Length (MI):	2.0	Length (KM):	3.2	From:	SR 41/198 Separation		
Begin PM:	8.9	Begin KP:	14.3	To:	0.3 MI E of 18th Ave		
End PM:	10.9	End KP:	17.5				

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS) YES

IRRS

HE, F

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

Freeway Expressway Designation YES

Regionally Significant YES

NAT'L TRUCK NETWORK (NTN)

STAA

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

STRAHNET NO

Lifeline NO

Scenic

NO

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility 4E/4F

Concept Facility (2025) 4F

Ultimate Facility 4F

2002 LOS B

Concept LOS C

Existing Right-of-Way

Feet (from/to): 142.0 / 142.0

Meters (from/to): 43.3 / 43.3

Ultimate Right-of-Way

Feet: **

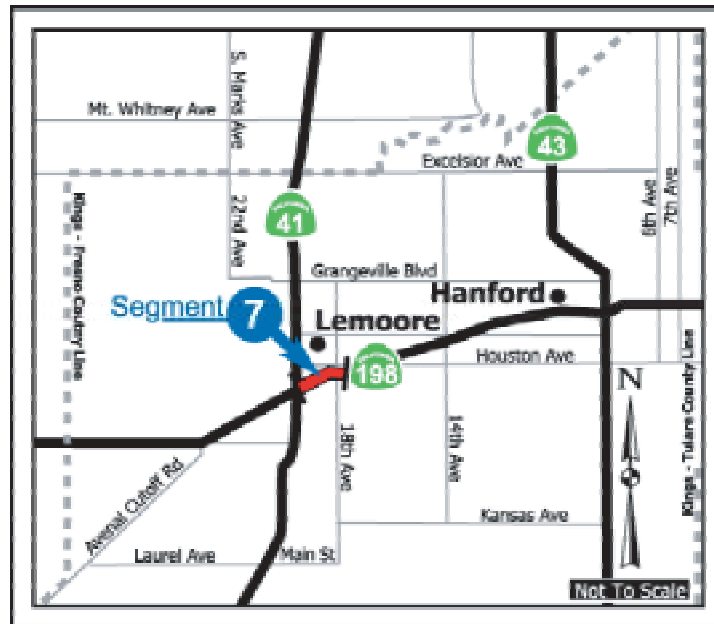
Meters: **

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 7 begins at the Route 41/198 Separation and ends east of 18th Avenue. The segment covers level terrain in Lemoore. Presently it is a 4-lane Expressway with land uses consisting primarily of agriculture, parks, residential, industrial, commercial, and open space west of SR 41 and north of SR 198. Constraints to expansion include: a golf course, a housing development, and the Route 41 interchange.

Environment issues include: potential wetlands issues, existing physical constraints at water crossings, and threatened or endangered species. The environmental and agricultural factors could impact ROW acquisition for Freeway improvements. With improvement from a 4-lane Expressway to a 4-lane Freeway, this segment is expected to operate at LOS C by 2025. It has a Concept LOS of C due to the rural interregional importance of the segment.



Route Concept Deficiencies/Improvements

Completion of the 4-lane Freeway will further enhance the capacity and performance of this segment and help to maintain the Concept LOS C.

Year Deficient: N/A

LOS with Improvement (2025): C

Local and/or RTP LOS Standards:

General Plan: Kings County
LOS C (Caltrans)

General Plan and/or RTP Classification Standards: Principal Arterial

Intelligent Transportation Systems (ITS):

There is currently no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2000 ITSP: Kings SR 198 PM 8.6 - 9.7, *KP 13.8* - 15.6 - In Lemoore at Lemoore Naval Air Station gate to 41/198 Separation: *4-lane Expressway to 4-lane Freeway/close Freeway gap: construct interchange* (1998-2008)

2001 RTP: Kings SR 198 PM 7.16 *KP 11.5* - At 21st Ave - *Construct interchange. (>2025)*

Programmed Projects: (In STIP, TCRP, SHOPP)

1998 STIP: Kings SR 198 PM 8.6 - 9.7, *KP 13.8* - 15.6 - in Lemoore at 19th Ave: *Construct interchange*

Begin Construction: 2005/06
Complete Construction: 2006/07

Transit Services:

Transit service is provided by Kings Area Rural Transit. There is interregional transit service provided on a parallel route to the south of SR 198 by Orange Belt Stages.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	8 of 26	County:	KINGS	Route:	198	Rural or Urban:	Rural
Length (MI):	5.5	Length (KM):	8.9	From:	0.3 MI E of 18th Ave		
Begin PM:	10.9	Begin KP:	17.5	To:	0.5 MI W 12th Ave		
End PM:	16.4	End KP:	26.4				

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS) ☐ YES

IRRS

HE, F

Freeway Expressway Designation ☐ YES

Regionally Significant ☐ YES

NAT'L TRUCK NETWORK (NTN)

STAA

STRAHNET ☐ NO

Lifeline ☐ NO

Scenic

NO

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility ☐ 4E/4F

Concept Facility (2025) ☐ 4F

Ultimate Facility ☐ 4F

2002 LOS ☐ B

Concept LOS ☐ C

Existing Right-of-Way

Feet (from/to): 142.0 / 166.0

Meters (from/to): 43.3 / 50.6

Ultimate Right-of-Way

Feet: **

Meters: **

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 8 begins east of 18th Avenue and ends a half-mile west of 12th Avenue. This segment covers level terrain in Hanford. It is presently a 4-lane Expressway, with land uses consisting of ranching and agriculture.

Environmental constraints include: a golf course at 18th Avenue and a housing development.

This segment is expected to be improved to a 4-lane Freeway. However this will not be enough to maintain the Concept LOS of C through 2025. The Concept LOS is C due to the rural interregional importance of the segment.



Route Concept Deficiencies/Improvements

This segment will be deficient by 2025 even with upgrading to a 4-lane Freeway. Further improvement options should be considered.

Year Deficient: 2025

LOS with Improvement (2025): D+

Local and/or RTP LOS Standards:

General Plan: Kings County
LOS C

General Plan and/or RTP Classification Standards: Principal Arterial

Intelligent Transportation Systems (ITS):

There is currently no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2001 RTP: Kings SR 198 PM 12.7, *KP 20.4* - from 16th Avenue and near east 18th Ave: *Construct O/C (>2025)*.

2004 SHOPP Candidate: Kings SR 198 PM R14.7/R18, *KP 23.7 - 28.9* - In Hanford from 14th Avenue to 11th Avenue: *Deck rehab for 3 bridges (2007-2008)*.

RTP/2004 STIP Candidate: Kings SR 198 PM R10.5, *KP 16.96* - In Lemoore at 18th Avenue to west of 12th Ave: *Construct Interchange (Future)*.

RTP/2004 STIP Candidate: Kings SR 198 PM R16.8, *KP27.04* - In Hanford near 12th Ave to west of 12th Ave: *Construct Interchange (Future)*.

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no programmed projects in this segment.

Transit Services:

Transit service is provided by Kings Area Rural Transit. There is interregional transit service provided on a parallel route to the south of SR 198 by Orange Belt Stages.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(l).

** (2) When interchanges or overcrossings are involved.

Segment:	9 of 26	County:	KINGS	Route:	198	Rural or Urban:	Urban
Length (MI):	4.0	Length (KM):	6.4	From:	0.5 MI W 12th Ave		
Begin PM:	16.4	Begin KP:	26.4	To:	0.5 MI W SR 43/198 Separation		
End PM:	20.4	End KP:	32.8				

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS) ☐ YES

IRRS

HE, F

Freeway Expressway Designation ☐ YES

Regionally Significant ☐ YES

NAT'L TRUCK NETWORK (NTN)

STAA

STRAHNET ☐ NO

Lifeline ☐ NO

Scenic

NO

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility 4E/4F

Concept Facility (2025) 4F

Ultimate Facility 4F

2002 LOS B

Concept LOS C

Existing Right-of-Way

Feet (from/to): 142.0 / 166.0

Meters (from/to): 43.3 / 50.6

Ultimate Right-of-Way

Feet: **

Meters: **

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 9 begins at 12th Avenue and ends a half-mile west of the Route 43/198 Separation. The segment covers level terrain in Hanford. It is presently a 4-lane Expressway, with mixed land uses consisting of retail businesses and commercial establishments.

The environmental issue is the ROW acquisition in constructing an interchange at 9th Avenue.

With improvement from a 4-lane Expressway to a 4-lane Freeway, the facility will operate at LOS C through 2025. It is between two rural segments. For continuity purposes, it has a Concept LOS of C as opposed to a Concept LOS of D normally designated to urban segments.



Route Concept Deficiencies/Improvements

Completion of the 4-lane Freeway will help to maintain the Concept LOS of C for this segment.

Local and/or RTP LOS Standards:

Year Deficient: N/A

General Plan: Kings County/LOS C (Caltrans)

LOS with Improvement (2025): C

General Plan and/or RTP Classification Standards: Principal Arterial

Intelligent Transportation Systems (ITS):

There is currently no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2001 RTP: Kings SR 198 PM R19.7 - R20.3, *KP 31.7 - 32.7 at 9th Ave: Construct interchange* (2007/2008). Also STIP Candidate - Future.

2004 SHOPP Candidate: Kings SR 198 PM R14.7- R18, *KP 23 - 28.9 - In Hanford from 14th Avenue to 11th Avenue: Deck rehab for 3 bridges* (2007-2008).

Programmed Projects: (In STIP, TCRP, SHOPP)

1999 SHOPP: Kings SR 198 PM R16.7 - R20.9, *KP 26.9 - 33.6 - In Hanford from 12th Ave. OC to Route 43/198 Separation: Highway planting and irrigation.*

Begin Construction: 2001/2002
Complete Construction: 2004/2005

2002A SHOPP: Kings SR 198 16.4 - R17.7, *KP 0.8 - 0.1 - Near Hanford from west of 12th Ave. overcrossing to west of 11th Avenue undercrossing: Construct median barrier*

Begin Construction: 2002/2003
Complete Construction: 2002/2003

Transit Services:

Transit service is provided by Kings Area Rural Transit. An interregional transit service is provided on a parallel route south of SR 198 by Orange Belt Stages. A north-south interregional transit service is provided by AMTRAK San Joaquin on the BNSF railroad in Hanford, west of SR 43.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	10 of 26	County:	KINGS	Route:	198	Rural or Urban:	Rural
Length (MI):	1.9	Length (KM):	3.1	From:	0.5 Mi W 43/198 Separation		
Begin PM:	20.4	Begin KP:	32.8	To:	7th Ave		
End PM:	22.3	End KP:	35.9				

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS) YES

IRRS

HE, F

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

Freeway Expressway Designation YES

Regionally Significant YES

NAT'L TRUCK NETWORK (NTN)

STAA

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

STRAHNET NO

Lifeline NO

Scenic

NO

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility 4F

Concept Facility (2025) 4F

Ultimate Facility 4F

2002 LOS A

Concept LOS C

Existing Right-of-Way

Feet (from/to): 80.0 / 142.0

Meters (from/to): 24.4 / 43.3

Ultimate Right-of-Way

Feet: **

Meters: **

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 10 begins half-mile west of the Route 43/198 Separation and ends at 7th Avenue. The segment covers level terrain. It is presently a 4-lane Freeway with land uses such as dairies, farmland, and rangeland. There are also two schools located in the area; north of SR 198 is Kit Carson Elementary School on 7th Avenue, and south of SR 198 is Delta View Elementary School near First Avenue.

Impediments to expansion of the route include: ROW acquisition, endangered species, and aesthetic/historic concerns regarding walnut and eucalyptus trees lining the roadway.

This segment is expected to operate at LOS B by the year 2025. LOS C is the Concept LOS due to the rural interregional importance of the segment.



Route Concept Deficiencies/Improvements

This is not a deficient segment. The projected performance of LOS B by 2025 will exceed the Concept LOS C designated to this segment.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Kings County
LOS C (Caltrans)

General Plan and/or RTP Classification Standards: Principal Arterial

Intelligent Transportation Systems (ITS):

There are plans for a Changeable Message Sign (CMS) near 7th Avenue at PM 21.5 and a Closed Circuit Television (CCTV) near SR 43 at PM 20.9, KP 33.6.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2000 ITSP: Kings SR 198 PM T21.5 -28.3, KP 34.6 - 5.5 and Tulare SR 198 PM 0.0 - R3.3, KP 0.0 - 5.3 - Near Hanford east of Route 43 to west of Route 99 near Visalia: *2-lane Conventional highway to 4-lane Expressway* (Combined STIP Project - Segments 10,11, and 12 - 1998 - 2008).

2001 Kings County RTP: Project limits same as above (2008).

Programmed Projects: (In STIP, TCRP, SHOPP)

1998 STIP: Same as planned projects section except: *2-lane Conventional highway to 4-lane Expressway* is on the north side (Combined ITSP Project - Segments 10, 11, and 12).

Begin Construction: 2005/2006

Complete Construction: 2008/2009

Transit Services:

Transit service is provided by Kings Area Rural Transit. An interregional transit service is provided on a parallel route south of SR 198 by Orange Belt Stages. A north-south interregional transit service is provided by AMTRAK San Joaquin on the BNSF railroad in Hanford, west of SR 43.

Comments:

*The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(l).

** (2) When interchanges or overcrossings are involved.

Segment:	11 of 26	County:	KINGS	Route:	198	Rural or Urban:	Rural
Length (MI):	6.0	Length (KM):	9.7	From:	7th Ave		
Begin PM:	22.3	Begin KP:	35.9	To:	Tulare County line		
End PM:	28.3	End KP:	45.5				

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS) YES

IRRS

HE, F

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

Freeway Expressway Designation YES

Regionally Significant YES

NAT'L TRUCK NETWORK (NTN)

STAA

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

STRAHNET NO

Lifeline NO

Scenic

NO

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility 2C

Concept Facility (2025) 4E

Ultimate Facility 4F

2002 LOS D

Concept LOS C

Existing Right-of-Way

Feet (from/to): 80.0 / 90.0

Meters (from/to): 24.4 / 27.4

Ultimate Right-of-Way

Feet: 172

Meters: 52.43

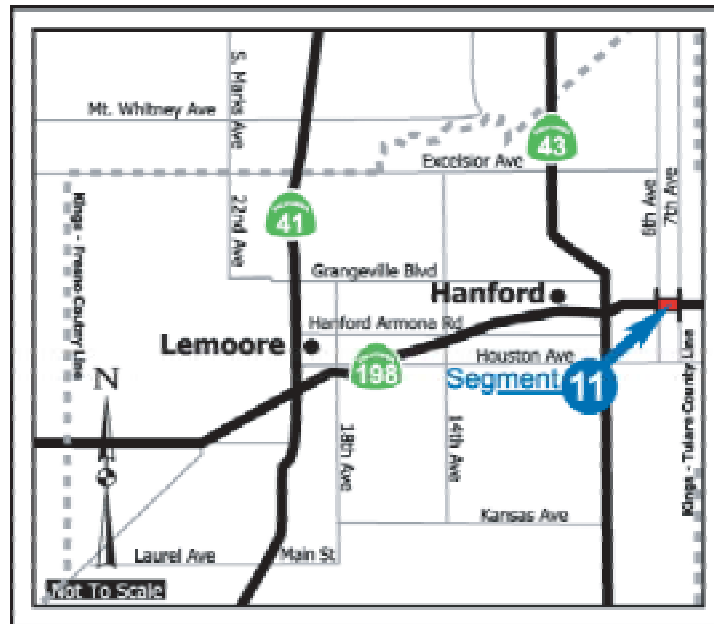
* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 11 begins at 7th Avenue to the Tulare County line. This segment covers level terrain. It is presently a 2-lane Conventional highway with mixed land uses such as agriculture, dairies, and produce. Walnut and eucalyptus trees exist on each side of the highway. This segment crosses over the Eastside Canal and Cross Creek, also south of SR 198 is Delta View Elementary School.

The environmental issues include: ROW acquisition, noise impact to schools, threatened or endangered species associated with Cross Creek, and historic resources such as the canal and mature trees in the area.

This portion of SR 198 has a Concept LOS of C, due to the rural interregional importance of the segment. Upgrading this segment from a 2-lane Conventional highway to a 4-lane Expressway will improve its performance from LOS D to LOS B.



Route Concept Deficiencies/Improvements

This segment is deficient. Upgrading to a 4-lane Expressway will enhance capacity and improve the performance of this segment of SR 198.

Local and/or RTP LOS Standards:

Year Deficient: 2002

General Plan: Kings County
LOS C (Caltrans)

LOS with Improvement (2025): B

General Plan and/or RTP Classification Standards: Principal Arterial

Intelligent Transportation Systems (ITS):

There is currently no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2000 ITSP: Kings SR 198 PM T21.5 - 28.3, KP 34.6 - 45.5 and Tulare SR 198 PM 0.0 - R3.3, KP 0.0 - 5.3 - Near Hanford east of Route 43 to west of Route 99 near Visalia: *2-lane Conventional highway to 4-lane Expressway* (Combined STIP Project - Segments 10, 11, and 12) 1998 - 2008.

2001 Kings County RTP: Project limits same as above (2008).

Programmed Projects: (In STIP, TCRP, SHOPP)

1998 STIP: Same as planned projects section except: *2-lane Conventional highway to 4-lane Expressway* is on the north side (Combined ITSP Project - Segments 10, 11, and 12).

Begin Construction: 2005/2006

Complete Construction: 2008/2009

Transit Services:

Transit service is provided by Kings Area Rural Transit. Orange Belt Stages provides interregional transit service within this segment.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(l).

** (2) When interchanges or overcrossings are involved.

Segment: 12 of 26	County: TULARE	Route: 198	Rural or Urban: Rural
Length (MI): 3.3	Length (KM): 5.3	From: Kings County line	
Begin PM: 0.0	Begin KP: 0.0	To: 0.3 MI E of RD 68	
End PM: 3.3	End KP: 5.3		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS) YES

IRRS

HE

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

Freeway Expressway Designation YES

Regionally Significant NO

NAT'L TRUCK NETWORK (NTN)

STAA

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

STRAHNET NO

Lifeline NO

Scenic

OD

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility 2C

Concept Facility (2025) 4E

Ultimate Facility 4F

2002 LOS D

Concept LOS C

Existing Right-of-Way

Feet (from/to): 80.0 / 80.0

Meters (from/to): 24.4 / 24.4

Ultimate Right-of-Way

Feet: 172

Meters: 52.43

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 12 begins at the Kings County line and ends east of Road 68. The segment covers level terrain in Visalia. It is presently a 2-lane Conventional highway with land uses consisting of pastures, citrus groves, and dairies.

The environmental issues are: historic resources, the existing mature walnut and eucalyptus trees lining the roadway, and the urban development with ROW concerns.

At LOS D, this segment currently operates below the Concept LOS of C. Upgrading this segment from a 2-lane Conventional highway to a 4-lane Expressway will improve the performance to LOS B. The Concept LOS of C is due to the rural interregional importance of the segment.



Route Concept Deficiencies/Improvements

This segment is deficient. Upgrading to a 4-lane Expressway will enhance capacity and improve the performance of this segment of SR 198.

Year Deficient: 2000

LOS with Improvement (2025): B

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS C (Local Standards)

General Plan and/or RTP Classification Standards: Principal Arterial

Intelligent Transportation Systems (ITS):

There is an existing Changeable Message Sign (CMS) at PM 1.53 E/B Road 56, along with a Weather Station at PM 1.51, *KP 2.4*.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2000 ITSP: Kings SR 198 PM T21.5 - 28.3, *KP 34.6 - 45.5* and Tulare SR 198 PM 0.0 - R3.3, *KP 0.0 - R5.3* - Near Hanford east of Route 43 to west of Route 99 near Visalia: *2-lane Conventional highway to 4-lane Expressway* (Combined STIP Project - Segments 10,11, and 12 - 1998 - 2008).

2001 Kings County RTP: Project limits same as above (2008).

Programmed Projects: (In STIP, TCRP, SHOPP)

1998 STIP: Same as planned projects section except: *2-lane Conventional highway to 4-lane Expressway* is on the north side (Combined ITSP Project - Segments 10, 11, and 12).

Begin Construction: 2005/2006
Complete Construction: 2008/2009

Transit Services:

Visalia City Coach operates both fixed route and demand responsive options in the Visalia area. Additional transit services are available on SR 198 through Orange Belt Stages and AMTRAK Service Link. Greyhound provides a north-south service along the west side of SR 99. Kings Area Rural Transit provides fixed route service in Visalia.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment: 13 of 26	County: TULARE	Route: 198	Rural or Urban: Urban
Length (MI): 1.6	Length (KM): 2.6	From: 0.3 MI E of RD 68	
Begin PM: 3.3	Begin KP: 5.3	To: 0.3 MI E of RD 80	
End PM: 4.9	End KP: 7.9		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS) YES

IRRS

HE

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

Freeway Expressway Designation YES

Regionally Significant NO

NAT'L TRUCK NETWORK (NTN) STAA

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

STRAHNET NO

Lifeline NO

Scenic

OD

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility 4F

Concept Facility (2025) 4F

Ultimate Facility 4F

2002 LOS B

Concept LOS D

Existing Right-of-Way

Feet (from/to): 140.0 / 300.0

Meters (from/to): 42.7 / 91.4

Ultimate Right-of-Way

Feet: *

Meters: *

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 13 begins east of Road 66 and ends east of Road 80. This segment covers level terrain in Visalia. It is presently a 4-lane Freeway with land uses consist of public facilities, residential, recreational, commercial, and industrial uses within the city of Visalia.

There are no known environmental constraints. This segment will operate at LOS D by 2025 with LOS D as the Concept LOS due to the urbanized nature of the segment.



Route Concept Deficiencies/Improvements

This segment will not be deficient by 2025. No improvement is needed.

Local and/or RTP LOS Standards:

Year Deficient: N/A

General Plan: Tulare County
LOS D (LOS Standards)

LOS with Improvement (2025): N/A

General Plan and/or RTP
Classification Standards: Principal Arterial

Intelligent Transportation Systems (ITS):

There are plans for a Closed Circuit Television (CCTV) at PM 3.71, KP 5.9 and PM R4.8, KP 7.7 at SR 99 and Plaza Drive.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

1998A STIP (Local) Tulare SR 198 PM 4.8, KP 5.2 - in Visalia at Road 80 at Plaza Interchange: *modify interchange*

Begin Construction: 2005/2006

Complete Construction: 2007/2008

Transit Services:

Visalia City Coach operates both fixed route and demand responsive options in the Visalia area. Additional transit services are available on SR 198 through Orange Belt Stages and AMTRAK Service Link. Greyhound provides a north-south service along the west side of SR 99. Kings Area Rural Transit provides fixed route service in Visalia.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment: 14 of 26	County: TULARE	Route: 198	Rural or Urban: Urban
Length (MI): 2.1	Length (KM): 3.4	From: 0.3 MI E of RD 80	
Begin PM: 4.9	Begin KP: 7.9	To: RD 102	
End PM: 7.0	End KP: 11.3		

Functional Classification: **Principal Arterial**

Route Designations:

Nat'l Hwy System (NHS) **YES**

IRRS

HE

Freeway Expressway Designation **YES**

Regionally Significant **NO**

NAT'L TRUCK NETWORK (NTN)

STAA

STRAHNET **NO**

Lifeline **NO**

Scenic

OD

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility **4F**

Concept Facility (2025) **4F**

Ultimate Facility **6F**

2002 LOS **B**

Concept LOS **D**

Existing Right-of-Way

Feet (from/to): **218.0 / 218.0**

Meters (from/to): **66.4 / 66.4**

Ultimate Right-of-Way

Feet: *****

Meters: *****

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 14 of Route 198 begins east of Road 80 and ends east of Road 102. This segment covers level terrain. It is presently a 4-lane Freeway with an Ultimate Facility for improvement as needed to construct a 6-lane Freeway. The land uses consist of: public facilities, residential, recreational, commercial, and industrial businesses. There are no known environmental constraints.

This segment is expected to operate at LOS D by 2025. LOS D is the Concept LOS due to the urbanized nature of the segment.



Route Concept Deficiencies/Improvements

This segment will not be deficient by 2025. No improvement is needed.

Year Deficient: **N/A**

LOS with Improvement (2025): **N/A**

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS D (Local Standards)

General Plan and/or RTP Classification Standards: Principal Arterial

Intelligent Transportation Systems (ITS):

There are plans for a Changeable Message Sign (CMS) E/B of Route 99 at PM 5.5 and Closed Circuit Television (CCTV) near Akers Street at PM 6.8, *KP 10.9*.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

1998 STIP: Tulare SR 198 PM R4.8 - R8.8, *KP 7.7 - 14.2* - Near Visalia from 0.2 MI, *0.4 KM* east of Plaza Drive to Route 198/63 Separation: *Planting and irrigation*

Begin Construction: 2000/2001
Complete Construction: 2004/2005

Transit Services:

Visalia City Coach operates both fixed route and demand responsive options in the Visalia area. Additional transit services are available on SR 198 through Orange Belt Stages and AMTRAK Service Link. Greyhound provides a north-south service along the west side of SR 99.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(l).

** (2) When interchanges or overcrossings are involved.

Segment: 15 of 26	County: TULARE	Route: 198	Rural or Urban: Urban
Length (MI): 1.4	Length (KM): 2.3	From: RD 102	
Begin PM: 7.0	Begin KP: 11.3	To: 0.3 MI E of West Main ST	
End PM: 8.4	End KP: 13.5		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS) YES

IRRS

HE

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

Freeway Expressway Designation YES

Regionally Significant NO

NAT'L TRUCK NETWORK (NTN)

STAA

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

STRAHNET NO

Lifeline NO

Scenic

OD

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility 4F

Concept Facility (2025) 4F

Ultimate Facility 6F

2002 LOS C

Concept LOS D

Existing Right-of-Way

Feet (from/to): 218.0 / 218.0

Meters (from/to): 66.4 / 66.4

Ultimate Right-of-Way

Feet: *

Meters: *

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 15 begins at Road 102 and traverses to 0.3 miles east of West Main Street and County Center Drive in Visalia. This segment covers level terrain in an urbanized area. It is presently a 4-lane Freeway with land uses consisting of: public facilities, residential, recreational, commercial, institutional, and industrial businesses. There are no known environmental constraints.

Without improvement the segment performance will drop from LOS D in 2010 to LOS F by 2025. The Concept LOS is D due to the urbanized character of the segment.



Route Concept Deficiencies/Improvements

The segment will be deficient after 2010. No improvement was proposed for this segment.

Year Deficient: 2025

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS D (Local Standards)

General Plan and/or RTP Classification Standards: Principal Arterial

Intelligent Transportation Systems (ITS):

There are plans for a Closed Circuit Television (CCTV) near Mooney Boulevard at PM R8.8, *KP 14.1*.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

1998 STIP: Tulare SR 198 PM R4.8 - R8.8, *KP 7.7 - 14.2* - Near Visalia from 0.2 MI, 0.4 KM east of Plaza Drive to Route 198/63 Separation:
Planting and irrigation

Begin Construction: 2000/2001
Complete Construction: 2004/2005

Transit Services:

Visalia City Coach operates both fixed route and demand responsive options in the Visalia area. Additional transit services are available on this route through Orange Belt Stages and AMTRAK Service Link.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment: 16 of 26	County: TULARE	Route: 198	Rural or Urban: Urban
Length (MI): 4.3	Length (KM): 6.9	From: 0.3 MI E of West Main ST	
Begin PM: 8.4	Begin KP: 13.5	To: 0.1 MI W of Packwood Creek	
End PM: 12.7	End KP: 20.4		

Functional Classification: **Principal Arterial**

Route Designations:

Nat'l Hwy System (NHS) ☐ YES

IRRS

HE

Freeway Expressway Designation ☐ YES

Regionally Significant ☐ NO

NAT'L TRUCK NETWORK (NTN) ☐ STAA

STRAHNET ☐ NO

Lifeline ☐ NO

Scenic

OD

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility ☐ 4F

Concept Facility (2025) ☐ 4F

Ultimate Facility ☐ 4F

2002 LOS ☐ C

Concept LOS ☐ D

Existing Right-of-Way

Feet (from/to): **142.0 / 244.0**

Meters (from/to): **43.3 / 74.4**

Ultimate Right-of-Way

Feet: *

Meters: *

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 16 begins east of West Main Street to west of Packwood Creek. This segment covers level terrain. It is presently a 4-lane Freeway with mixed land uses consisting primarily of: agriculture, rangeland, public facilities, residential, recreational, commercial, and industrial businesses. There are no known environmental constraints.

Without improvement the performance of this segment will drop from LOS D in 2010 to LOS F by 2025. The Concept LOS is D due to the urbanized character of the segment.



Route Concept Deficiencies/Improvements

The segment will be deficient after 2010. No improvement was proposed for this segment.

Local and/or RTP LOS Standards:

Year Deficient: 2025

LOS with Improvement (2025): N/A

General Plan: Tulare County
LOS D (Local Standards)

General Plan and/or RTP Classification Standards: Freeway

Intelligent Transportation Systems (ITS):

There are plans for a Closed Circuit Television (CCTV) near Mooney Boulevard at PM R8.8, *KP 14.1*.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2000 Local Candidate: Tulare SR 198 -
PM R10.2, *KP 16.4* - in Visalia at Santa Fe
Avenue: *Construct overcrossing (2006/07)*

2002 Local Candidate: Tulare SR 198-R10.7,
KP 17.2 - In Visalia at Ben Maddox Way: *Widen
and signalize offramp (2006/07)*

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no programmed projects in this segment.

Transit Services:

Visalia City Coach operates both fixed route and demand responsive options in the Visalia area. Additional transit services are available on this route through Orange Belt Stages and AMTRAK Service Link.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(l).

** (2) When interchanges or overcrossings are involved.

Segment: 17 of 26	County: TULARE	Route: 198	Rural or Urban: Rural
Length (MI): 1.9	Length (KM): 3.1	From: 0.1 MI W of Packwood Creek	
Begin PM: 12.7	Begin KP: 20.4	To: RD 164	
End PM: 14.6	End KP: 23.5		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS) YES

IRRS

HE

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

Freeway Expressway Designation YES

Regionally Significant NO

NAT'L TRUCK NETWORK (NTN)

STAA

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

STRAHNET NO

Lifeline NO

Scenic

OD

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility 4F

Concept Facility (2025) 4F

Ultimate Facility 4F

2002 LOS B

Concept LOS C

Existing Right-of-Way

Feet (from/to): 107.0 / 144.0

Meters (from/to): 32.6 / 43.9

Ultimate Right-of-Way

Feet: *

Meters: *

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 17 begins west of Packwood Creek and ends at Road 164. This segment crosses level terrain. It is presently a 4-lane Freeway with land uses consisting of dairies, livestock, produce farming, and citrus groves. There are minimal environmental constraints within this segment.

This segment is expected to operate at LOS C over the next 25 years, with LOS C as the Concept LOS due to the rural interregional importance of the segment.



Route Concept Deficiencies/Improvements

This segment will carry more vehicular traffic by 2025, however the performance will not drop below the Concept LOS of C.

Local and/or RTP LOS Standards:

Year Deficient: N/A

General Plan: Tulare County
LOS C (Local Standards)

LOS with Improvement (2025): N/A

General Plan and/or RTP Classification Standards: Freeway

Intelligent Transportation Systems (ITS):

There is currently no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no programmed projects in this segment.

Transit Services:

Transit services are available on SR 198 through Orange Belt Stages and AMTRAK Service Link.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(l).

** (2) When interchanges or overcrossings are involved.

Segment: 18 of 26	County: TULARE	Route: 198	Rural or Urban: Rural
Length (MI): 2.0	Length (KM): 3.2	From: RD 164	
Begin PM: 14.6	Begin KP: 23.5	To: Outside Canal	
End PM: 16.6	End KP: 26.7		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS) YES

IRRS

HE

Freeway Expressway Designation YES

Regionally Significant NO

NAT'L TRUCK NETWORK (NTN)

STAA

STRAHNET NO

Lifeline NO

Scenic

OD

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility 4F

Concept Facility (2025) 4F

Ultimate Facility 4F

2002 LOS A

Concept LOS C

Existing Right-of-Way

Feet (from/to): 135.0 / 162.0

Meters (from/to): 41.1 / 49.4

Ultimate Right-of-Way

Feet: *

Meters: *

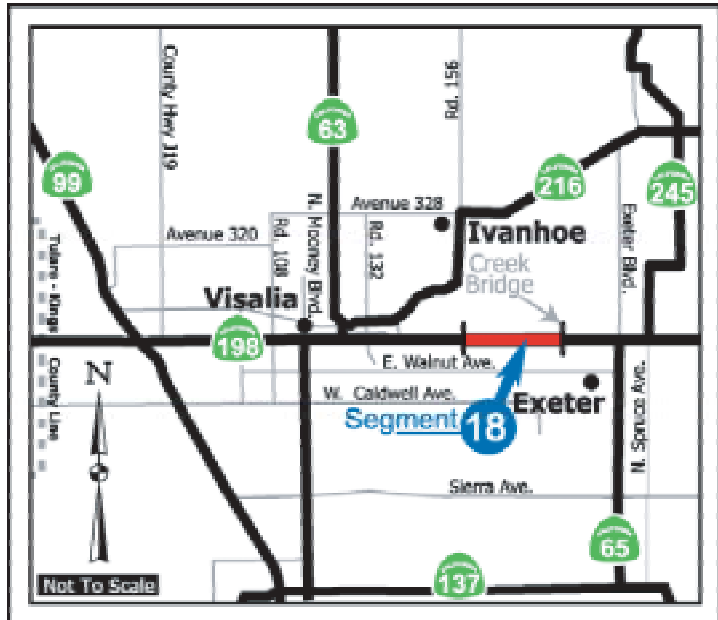
* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 18 begins at Road 164 and ends at the Outside Canal. This segment traverses level terrain. It is presently a 4-lane Freeway. Land use consists of industry, dairies, produce, citrus groves, and livestock.

The environmental issues include: traffic noise, water crossings, riparian vegetation, aesthetics, ROW acquisition, and existing residential development.

This segment is expected to operate at LOS B by 2025. LOS C is the Concept LOS due to the rural interregional importance of the segment.



Route Concept Deficiencies/Improvements

This segment will carry more vehicular traffic by 2025, however the performance will not drop below the Concept LOS of C.

Local and/or RTP LOS Standards:

Year Deficient: N/A

General Plan: Tulare County
LOS C (Local Standards)

LOS with Improvement (2025): N/A

General Plan and/or RTP Classification Standards: Freeway

Intelligent Transportation Systems (ITS):

There is currently no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

2000 SHOPP: Tulare SR 198 R15.1 - R18.9, *KP R24.3 - R30.4* - in Visalia 0.4 MI, 0.8 KM east of Farmersville Road to 0.1 MI, 0.2 KM west of Route 65: *AC overlay and widen.*

Begin Construction: 2005/2006
Complete Construction: 2007/2008

Transit Services:

Transit services are available on SR 198 through Orange Belt Stages and AMTRAK Service Link.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(l).

** (2) When interchanges or overcrossings are involved.

Segment: 19 of 26	County: TULARE	Route: 198	Rural or Urban: Rural
Length (MI): 2.2	Length (KM): 3.5	From: Outside Canal	
Begin PM: 16.6	Begin KP: 26.7	To: SR 65	
End PM: 18.8	End KP: 30.3		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS) YES

IRRS

HE

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

Freeway Expressway Designation YES

Regionally Significant NO

NAT'L TRUCK NETWORK (NTN)

STAA

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

STRAHNET NO

Lifeline NO

Scenic

OD

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility 4E

Concept Facility (2025) 4E

Ultimate Facility 4E

2002 LOS A

Concept LOS C

Existing Right-of-Way

Feet (from/to): 135.0 / 200.0

Meters (from/to): 41.1 / 61.0

Ultimate Right-of-Way

Feet: *

Meters: *

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 19 begins at the Outside Canal and ends at Route 65. The segment covers level terrain. It is presently a 4-lane Expressway. Land use consists of farming and ranching. The environmental issues are: physical constraints due to water crossings, aesthetics, ROW acquisition, and agricultural land.

This segment is expected to operate at LOS B by 2025. LOS C is the Concept LOS due to the rural interregional importance of the segment.



Route Concept Deficiencies/Improvements

This segment will carry more vehicular traffic by 2025 but the performance will not drop below the Concept LOS of C.

Local and/or RTP LOS Standards:

Year Deficient: N/A

General Plan: Tulare County
LOS C (Local Standards)

LOS with Improvement (2025): N/A

General Plan and/or RTP Classification Standards: Expressway

Intelligent Transportation Systems (ITS):

There are plans for a Weather Station at SR 65 PM 18.8, *KP 30.2*.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

2000 SHOPP: Tulare SR 198 R15.1 - R18.9, *KP R24.3 - R30.4* - in Visalia 0.4 MI, 0.8 KM east of Farmersville Road to 0.1 MI, 0.2 KM west of Route 65: *AC overlay and widen*.

Begin Construction: 2005/2006
Complete Construction: 2007/2008

Transit Services:

Transit services are available on SR 198 through Orange Belt Stages and AMTRAK Service Link.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(l).

** (2) When interchanges or overcrossings are involved.

Segment: 20 of 26	County: TULARE	Route: 198	Rural or Urban: Rural
Length (MI): 1.0	Length (KM): 1.6	From: SR 65	
Begin PM: 18.8	Begin KP: 30.3	To: SR 245	
End PM: 19.8	End KP: 31.9		

Functional Classification: **Principal Arterial**

Route Designations:

Nat'l Hwy System (NHS) ☐ YES

IRRS

HE

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

Freeway Expressway Designation ☐ YES

Regionally Significant ☐ NO

NAT'L TRUCK NETWORK (NTN)

STAA

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

STRAHNET ☐ NO

Lifeline ☐ NO

Scenic

OD

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility **4E**

Concept Facility (2025) **4E**

Ultimate Facility **4E**

2002 LOS **A**

Concept LOS **C**

Existing Right-of-Way

Feet (from/to): **60.0 / 140.0**

Meters (from/to): **18.3 / 42.7**

Ultimate Right-of-Way

Feet: *****

Meters: *****

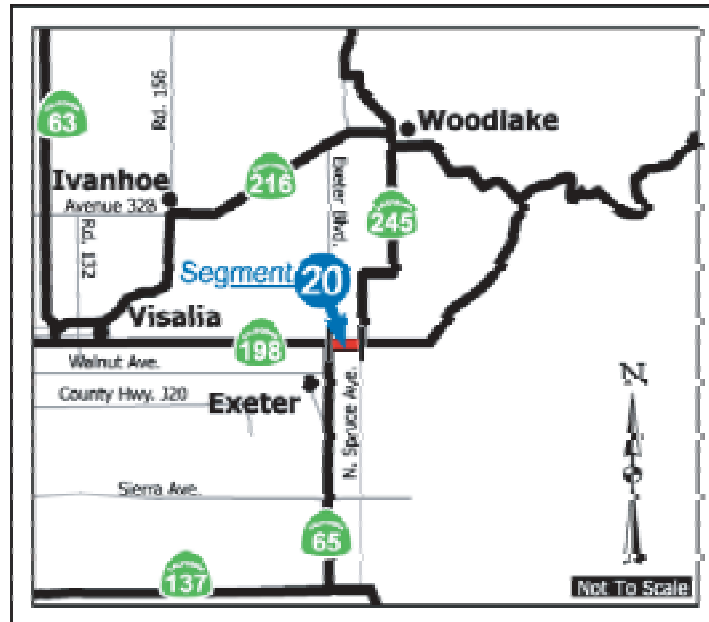
* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 20 begins at Route 65 and ends at Route 245. This segment covers flat terrain. It is presently a 4-lane Expressway with mixed development land uses. This segment is in the proximity of Lake Kaweah and the community of Lemon Cove. From the Outside Canal to Route 245, the highway crosses through a rural and agricultural landscape.

The environmental concerns are: ROW acquisition, agricultural land conversion, impacts at water crossings, and aesthetics.

This segment is expected to operate at LOS A by 2025. LOS C is the Concept LOS due to the rural interregional importance of the segment.



Route Concept Deficiencies/Improvements

The capacity of this segment will be maintained over the next 25 years.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS D (Local Standards)

General Plan and/or RTP Classification Standards: Arterial

Intelligent Transportation Systems (ITS):

There are plans for a Weather Station at SR 65 PM 18.8, *KP 30.2*.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no programmed projects in this segment.

Transit Services:

There are currently no transit services within this segment.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(l).

** (2) When interchanges or overcrossings are involved.

Segment: 21 of 26	County: TULARE	Route: 198	Rural or Urban: Rural
Length (MI): 7.1	Length (KM): 11.4	From: SR 245	
Begin PM: 19.8	Begin KP: 31.9	To: 0.1 MI E. RD 244	
End PM: 26.9	End KP: 43.3		

Functional Classification: **Principal Arterial**

Route Designations:

Nat'l Hwy System (NHS) **YES**

IRRS

HE

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

Freeway Expressway Designation **YES**

Regionally Significant **NO**

NAT'L TRUCK NETWORK (NTN) **STAA**

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

STRAHNET **NO**

Lifeline **NO**

Scenic

OD

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility **2C**

Concept Facility (2025) **2C(I)**

Ultimate Facility **2C(I)**

2002 LOS **C**

Concept LOS **D**

Existing Right-of-Way

Feet (from/to): **80.0 / 80.0**

Meters (from/to): **24.4 / 24.4**

Ultimate Right-of-Way

Feet: *****

Meters: *****

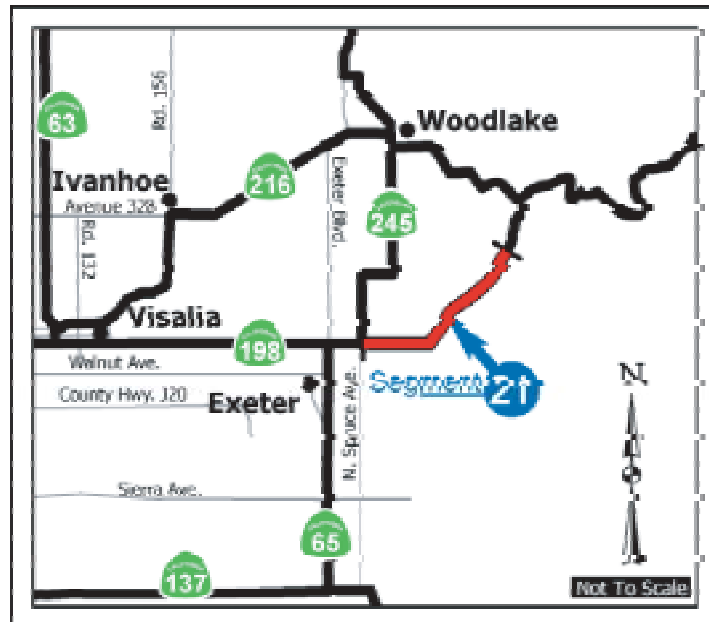
* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 21 crosses flat terrain and transitions to rolling hills. It is presently a 2-lane Conventional highway. Land use consists of rangeland, isolated development, Lake Kaweah, and the community of Lemon Cove.

The environmental constraints below Lake Kaweah are: developed properties, a railroad line, the community of Lemon Cove, archaeologic resources, threatened or endangered species near the water crossings, and hazardous waste.

This segment is expected to operate at LOS D by 2025. This rural segment of SR 198 can only be improved from a 2-lane to a 2-lane plus operational improvement [2C-2C(I)] due to ROW constraints. Therefore, it has a Concept LOS of D, not the Concept LOS of C normally designated to segments in rural areas.



Route Concept Deficiencies/Improvements

This is not a deficient segment. The Concept LOS of D will be maintained through 2025. However, operational improvements are recommended as needed.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS D (Local Standards)

General Plan and/or RTP Classification Standards: Arterial

Intelligent Transportation Systems (ITS):

There are plans for a Weather Station and Highway Advisory Radio station (HAR) near Avenue 324 in Lemon Cove at PM 26.4, KP 42.4.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

1998 SHOPP: Tulare SR 198 PM 21.5 -26.7, KP 34.6 - 42.9 - near Visalia From 0.06 MI, 0.1 KM west of Road 220 to 0.1 MI, 0.2 KM west of Road 244: AC overlay and widen.

Begin Construction: 2003/2004
Complete Construction: 2005/2006

Transit Services:

There are currently no transit services within this segment on SR 198.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(l).

** (2) When interchanges or overcrossings are involved.

Segment: 22 of 26	County: TULARE	Route: 198	Rural or Urban: Rural
Length (MI): 1.4	Length (KM): 2.3	From: 0.1 MI E of RD 244	
Begin PM: 26.9	Begin KP: 43.3	To: RD 248	
End PM: 28.3	End KP: 45.5		

Functional Classification: **Principal Arterial**

Route Designations:

Nat'l Hwy System (NHS) ☐ YES

IRRS

HE

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

Freeway Expressway Designation ☐ YES

Regionally Significant ☐ NO

NAT'L TRUCK NETWORK (NTN)

STAA

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

STRAHNET ☐ NO

Lifeline ☐ NO

Scenic

OD

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility ☐ 2C

Concept Facility (2025) ☐ 2C(I)

Ultimate Facility ☐ 2C(I)

2002 LOS ☐ D

Concept LOS ☐ D

Existing Right-of-Way

Feet (from/to): 80.0 / 100.0

Meters (from/to): 24.4 / 30.5

Ultimate Right-of-Way

Feet: *

Meters: *

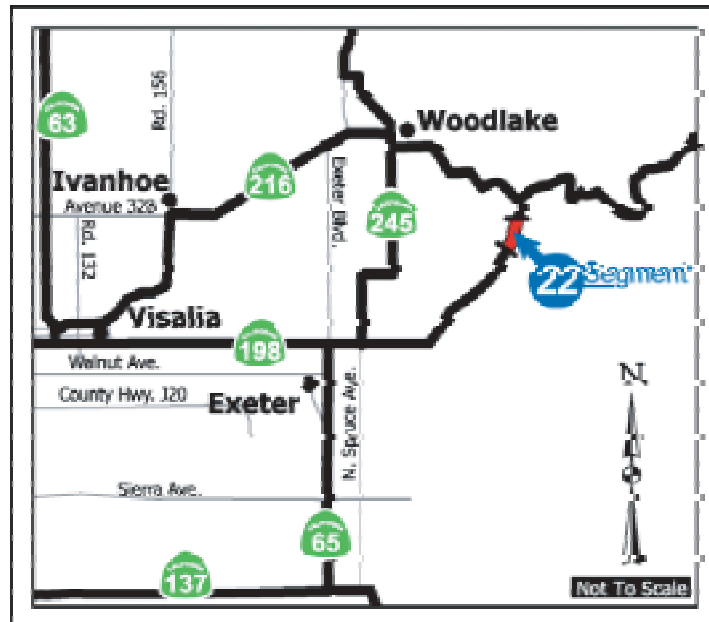
* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 22 begins at Road 244 and ends at Road 248. This segment covers rolling terrain that continues to the Sequoia National Park boundary. It is presently a 2-lane Conventional highway. There are orchards and small businesses along this segment of the route.

Environmental issues include: threatened or endangered species, archaeologic resources, water crossings, possible riparian vegetation, and ROW acquisition.

This segment is expected to operate at LOS D by 2025. This rural segment of SR 198 with rolling terrain can only be improved from a 2-lane to a 2-lane plus operational improvement [2C-2C(I)] due to ROW constraints. Therefore, it has a Concept LOS of D, not the Concept LOS of C normally designated to segments in rural areas.



Route Concept Deficiencies/Improvements

This is not a deficient segment. The Concept LOS of D will be maintained through 2025. However, operational improvements are recommended as needed.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS D (Local Standard)

General Plan and/or RTP Classification Standards: Arterial

Intelligent Transportation Systems (ITS):

There is currently no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no programmed projects in this segment.

Transit Services:

There are currently no transit services within this segment.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(l).

** (2) When interchanges or overcrossings are involved.

Segment: 23 of 26	County: TULARE	Route: 198	Rural or Urban: Rural
Length (MI): 7.6	Length (KM): 12.2	From: Rd. 248	
Begin PM: 28.3	Begin KP: 45.5	To: Moro RD	
End PM: 35.9	End KP: 57.8		

Functional Classification: **Principal Arterial**

Route Designations:

Nat'l Hwy System (NHS) ☐ YES

IRRS

HE

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

Freeway Expressway Designation ☐ YES

Regionally Significant ☐ NO

NAT'L TRUCK NETWORK (NTN)

STAA

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

STRAHNET ☐ NO

Lifeline ☐ NO

Scenic

OD

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility **2C**

Concept Facility (2025) **2C(I)**

Ultimate Facility **2C(I)**

2002 LOS **E**

Concept LOS **E**

Existing Right-of-Way

Feet (from/to): **80.0 / 137.0**

Meters (from/to): **24.4 / 41.8**

Ultimate Right-of-Way

Feet: *

Meters: *

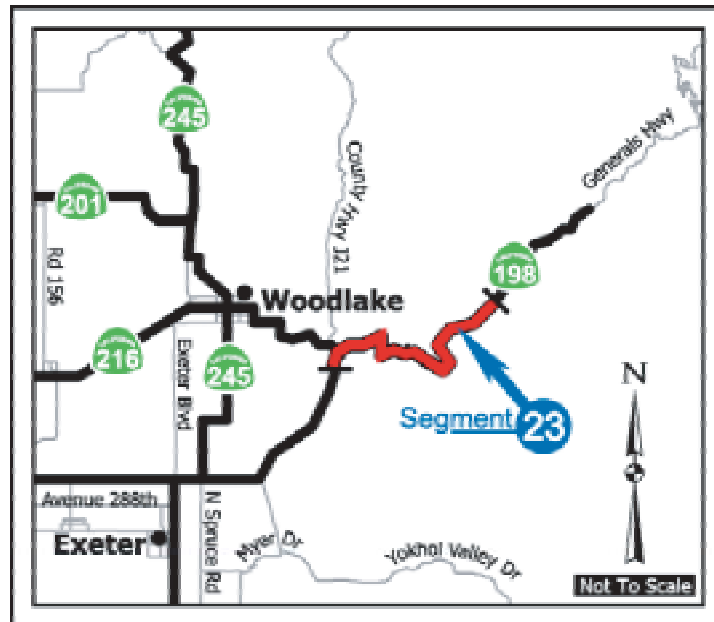
* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 23 begins at Road 248 and ends at Moro Road. The segment crosses rolling terrain that continues to the Sequoia National Park boundary. It is presently a 2-lane Conventional highway, with small businesses and commercial establishments, and recreational resources as land uses.

The environmental issues are: recreational facilities, topographic constraints, threatened or endangered species, water crossings, and archaeological resources.

This segment is expected to operate at LOS E by 2025. This rural segment of SR 198 is in rolling terrain and can only be improved from a 2-lane to a 2-lane plus operational improvement [2C-2C(I)] due to ROW constraints. Therefore, it has a Concept LOS of E due to the rural and mountainous nature of the segment.



Route Concept Deficiencies/Improvements

With a Concept LOS of E, this is not a deficient segment. Operational improvements are recommended as needed.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS E (Local Standards)

General Plan and/or RTP Classification Standards: Arterial

Intelligent Transportation Systems (ITS):

There is currently no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

2000 STIP (Local): Tulare SR 198 PM 33.3 -35.8, *KP* 53.5 - 54.3: - in Tulare County at Lake Kaweah at 2 locations from 0.3 MI, 0.5 KM west of Horse Creek Bridge to 1.3 MI, 2.1 KM west of South Fork Kaweah River Bridge: *Realign roadway and replace bridge*

Begin Construction: 2002/2003

Complete Construction: 2004/2005

Transit Services:

There are currently no transit services within this segment.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(l).

** (2) When interchanges or overcrossings are involved.

Segment: 24 of 26	County: TULARE	Route: 198	Rural or Urban: Rural
Length (MI): 2.6	Length (KM): 4.2	From: Moro RD	
Begin PM: 35.9	Begin KP: 57.8	To: North Fork DR	
End PM: 38.5	End KP: 62.0		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS) YES

IRRS

HE

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

Freeway Expressway Designation YES

Regionally Significant NO

NAT'L TRUCK NETWORK (NTN)

STAA

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

STRAHNET NO

Lifeline NO

Scenic

OD

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility 2C

Concept Facility (2025) 2C(I)

Ultimate Facility 2C(I)

2002 LOS E

Concept LOS E

Existing Right-of-Way

Feet (from/to): 80.0 / 150.0

Meters (from/to): 24.4 / 45.7

Ultimate Right-of-Way

Feet: *

Meters: *

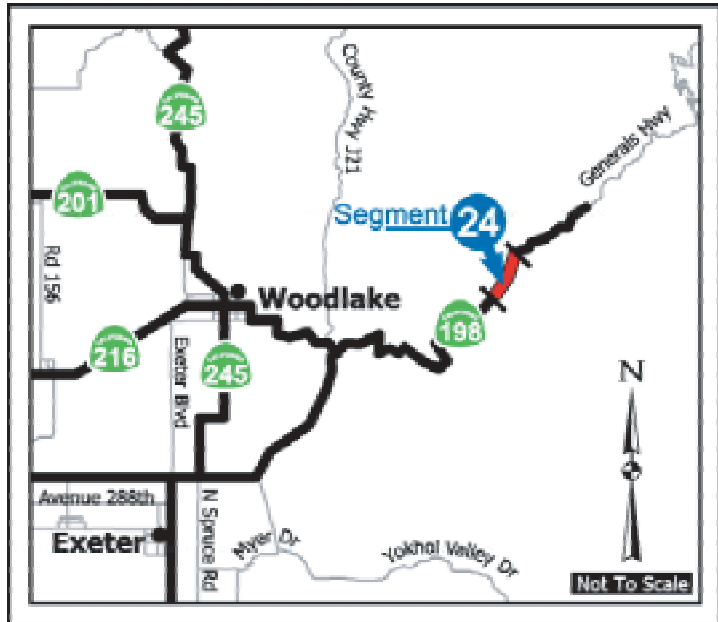
* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 24 begins at Moro Road and ends at North Fork Drive. This segment covers rolling terrain that continues to the Sequoia National Park boundary. It is presently a 2-lane Conventional highway through the community of Three Rivers, with land uses consisting of lake resorts, scattered residential, ranches, and commercial establishments.

The environmental issues are: archaeologic resources, the Kaweah River, severe topographic consideration, riparian vegetation, and the built-up area around the community of Three Rivers. Operational improvements such as intersection improvements and turnouts are being considered for this segment.

This segment is expected to operate at LOS E over the next 25 years. LOS E is the Concept LOS due to the rural and mountainous nature of the segment.



Route Concept Deficiencies/Improvements

This is not a deficient segment. The Concept LOS E will be maintained through 2025. Operational improvements are recommended as needed.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS E (Local Standards)

General Plan and/or RTP Classification Standards: Arterial

Intelligent Transportation Systems (ITS):

There is currently no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2002 STIP Candidate (Local): Tulare SR 198 PM 36.3 - 36.5, KP 58.4 - 58.8, 0.8 MI, 1.4 KM west of the community of Three Rivers at Lake Kaweah: *Roadway realignment (2005/2006)*

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no programmed projects in this segment.

Transit Services:

There are currently no transit services within this segment.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(l).

** (2) When interchanges or overcrossings are involved.

Segment: 25 of 26	County: TULARE	Route: 198	Rural or Urban: Rural
Length (MI): 3.9	Length (KM): 6.3	From: North Fork DR	
Begin PM: 38.5	Begin KP: 62.0	To: Mineral King RD	
End PM: 42.4	End KP: 68.2		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS) YES

IRRS

HE

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

Freeway Expressway Designation YES

Regionally Significant NO

NAT'L TRUCK NETWORK (NTN)

STAA

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

STRAHNET NO

Lifeline NO

Scenic

OD

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility 2C

Concept Facility (2025) 2C(I)

Ultimate Facility 2C(I)

2002 LOS E

Concept LOS E

Existing Right-of-Way

Feet (from/to): 60.0 / 80.0

Meters (from/to): 18.3 / 24.4

Ultimate Right-of-Way

Feet: *

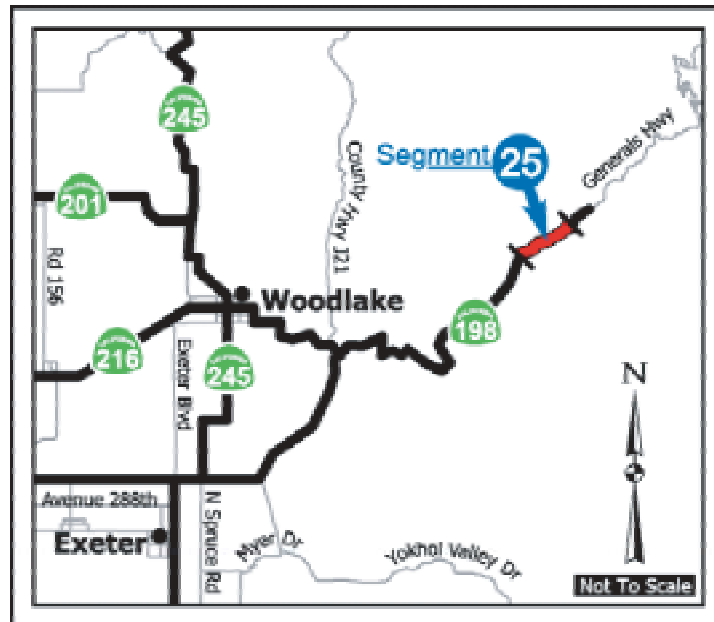
Meters: *

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 25 begins at North Fork Drive and ends at Mineral King Road. This segment covers rolling/mountainous terrain that continues to the Sequoia National Park boundary. It is presently a 2-lane Conventional highway, with land uses such as recreation and bed and breakfast businesses. The environmental considerations are: the community of Three Rivers, archaeological sensitivity, and the Kaweah River.

This segment is expected to operate at LOS E over the next 25 years. LOS E is the Concept LOS due to the rural and mountainous nature of the segment.



Route Concept Deficiencies/Improvements

This is not a deficient segment. The Concept LOS of E will be maintained through 2025. Operational improvements are recommended as needed.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS E (Local Standards)

General Plan and/or RTP Classification Standards: 2-lane Conventional

Intelligent Transportation Systems (ITS):

There is currently no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no programmed projects in this segment.

Transit Services:

There are currently no transit services within this segment.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(l).

** (2) When interchanges or overcrossings are involved.

Segment: 26 of 26	County: TULARE	Route: 198	Rural or Urban: Rural
Length (MI): 1.8	Length (KM): 2.9	From: Mineral King RD	
Begin PM: 42.4	Begin KP: 68.2	To: Sequoia National Park boundary	
End PM: 44.2	End KP: 71.1		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS) YES

IRRS

HE

NO = Non IRRS; Yes = IRRS;
F = Yes, Focus;
G = Yes, Gateway;
HE = Yes, High Emphasis;
HE,F = Yes, High Emphasis and Focus

Freeway Expressway Designation YES

Regionally Significant NO

NAT'L TRUCK NETWORK (NTN)

STAA

NO = Non NTN;
STAA = Yes, NTN STAA TRUCKS;
TA = Yes, Terminal Access

STRAHNET NO

Lifeline NO

Scenic

OD

NO = Non-Eligible for Scenic;
OD = Yes, Officially Designated;
E = Yes, Eligible

Transportation Concept

Existing Facility 2C

Concept Facility (2025) 2C(I)

Ultimate Facility 2C(I)

2002 LOS E

Concept LOS E

Existing Right-of-Way

Feet (from/to): 60.0 / 60.0

Meters (from/to): 18.3 / 18.3

Ultimate Right-of-Way

Feet: *

Meters: *

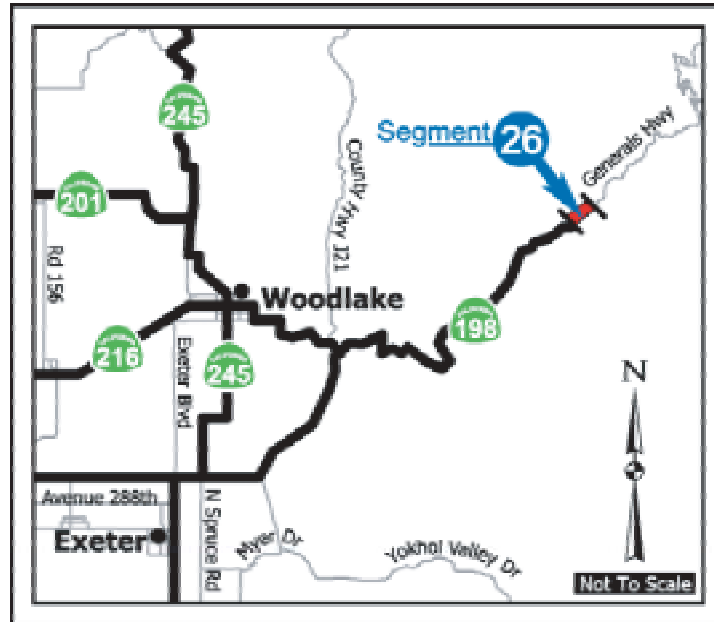
* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 26 begins at Mineral King Road and ends at the Sequoia National Park boundary. The segment crosses rolling/mountainous terrain. It is presently a 2-lane Conventional highway, with land uses consisting of recreation, and lodging facilities in the Sequoia and Kings Canyon National Parks area.

The environmental considerations are: the high archaeological and paleontologic sensitivity, the Kaweah River, topographic constraints, possible wetlands, water crossings, and threatened or endangered species. Operational improvements are being considered for this segment.

This segment is expected to operate at LOS E over the next 25 years. LOS E is the Concept LOS due to the rural and mountainous nature of the segment.



Route Concept Deficiencies/Improvements

This is not a deficient segment. The Concept LOS of E will be maintained through 2025. Operational improvements are recommended as needed.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS E (Local Standards)

General Plan and/or RTP Classification Standards: Arterial

Intelligent Transportation Systems (ITS):

There will be no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no programmed projects in this segment.

Transit Services:

There are currently no transit services within this segment.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(l).

** (2) When interchanges or overcrossings are involved.